

THE ILLUSTRATED LONDON NEWS

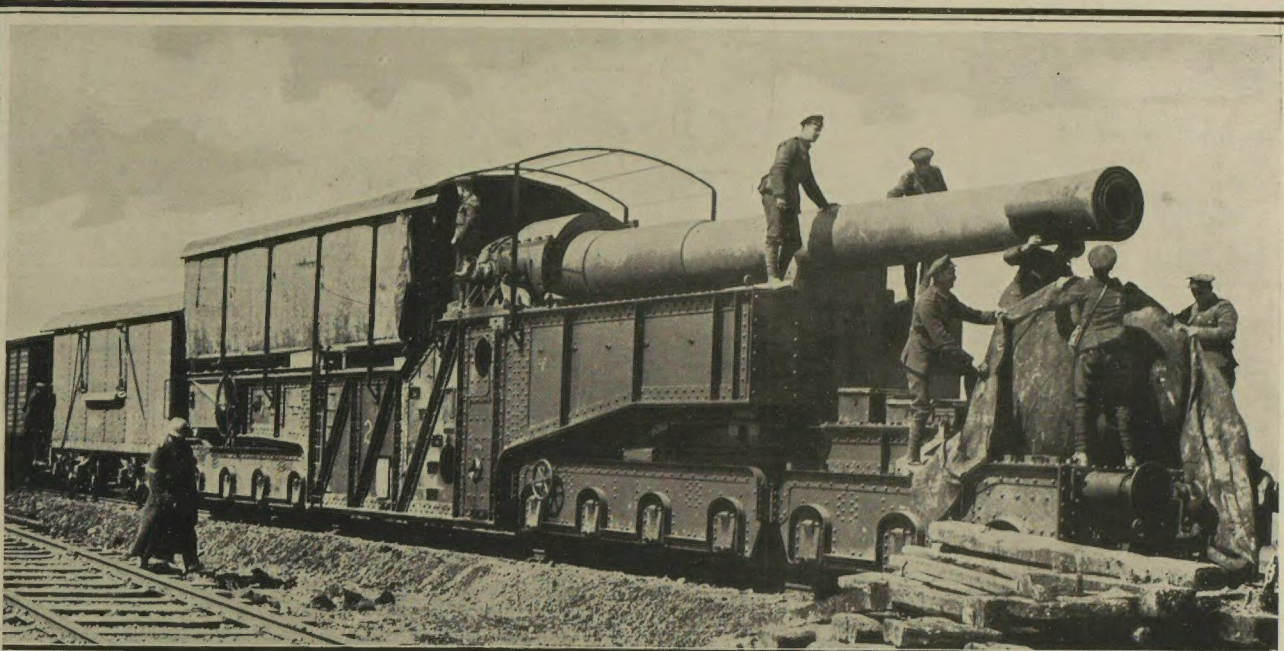
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SATURDAY, MAY 5, 1917.

SEVENPENCE.

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RAILWAYS AND OMNIBUSES IN WAR: (1) A RAIL-MOUNTED BRITISH BIG GUN; (2) SOLDIERS BOARDING 'BUSES AT THE FRONT TO RETURN FOR A REST.

Railways play a great part in modern warfare, not only for the transport of troops and supplies, but in the moving of heavy guns. In the upper photograph a big British gun on the Western Front is seen being covered up, just after it had finished firing, prior to being moved to another position. If less important than railways, motor-

omnibuses have also been largely used for conveying troops. In the earlier days of the war, many London 'buses were to be seen at the front bearing their usual advertisements. Those seen in our lower photograph wear a somewhat different aspect. The men boarding them have just come out of the fighting at Monchy, and are on their way to the rear.

OFFICIAL PHOTOGRAPHS.

"FREE RUSSIA IS BORN": AT TSARSKOIE SELO AFTER THE REVOLUTION.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



WHERE THE EX-EMPEROR AND EMPRESS ARE UNDER ARREST:
WINDOWS OF THE APARTMENTS THEY OCCUPY AT TSARSKOIE SELO.



A VOICE FROM THE RUSSIAN ARMY: A SOLDIER ADDRESSING THE
PEOPLE FROM THE TOWN HALL AT TSARSKOIE.



ON GUARD OUTSIDE THE PALACE AT TSARSKOIE SELO:
A RUSSIAN SENTRY ON DUTY.



THE MINISTER OF JUSTICE: M. KERENSKI, WITH THE COMMANDANT
OF THE PALACE AND TWO ADJUTANTS.



HONOURING THOSE WHO FELL IN THE REVOLUTION: TROOPS DIPPING
THEIR FLAG AS THEY PASS THE GRAVES.



THE LEADER WHO ARRESTED THE EX-EMPRESS: GENERAL KORNILOFF
INSPECTING THE REPUBLICAN GUARDS.

After the Russian Revolution the ex-Emperor and Empress were both placed under arrest in the Palace of Tsarskoie Selo. The Emperor was arrested by four members of the Duma at Mohileff, and taken to Tsarskoie Selo by train. The Empress meanwhile was already at the Palace, and she was informed of her arrest, in a dramatic interview, by General Korniloff. Describing the scene, a "Telegraph" correspondent writes: "In the great reception-room stood the little Siberian Cossack General, with his bristling moustache, a man who had heroically fought with his division against desperate odds in the Carpathians during the great retreat; who, fighting to save his men, had himself

been taken prisoner; who for months had endured the humiliations and privations of captivity in Austria; who with unfailing pluck had made the great effort to escape and succeeded, walking hundreds of miles, disguised as a peasant, through manifold risks and dangers, across the Carpathians into Roumania, to gain at last the honour of being the first Commandant of the revolutionary army at Petrograd." General Korniloff is immensely popular. In a proclamation to the "Soldiers of the People's Army and the Citizens of Free Russia," he said: "The great Russian people has given the country freedom: the Army must give her victory. At this historic moment close up your

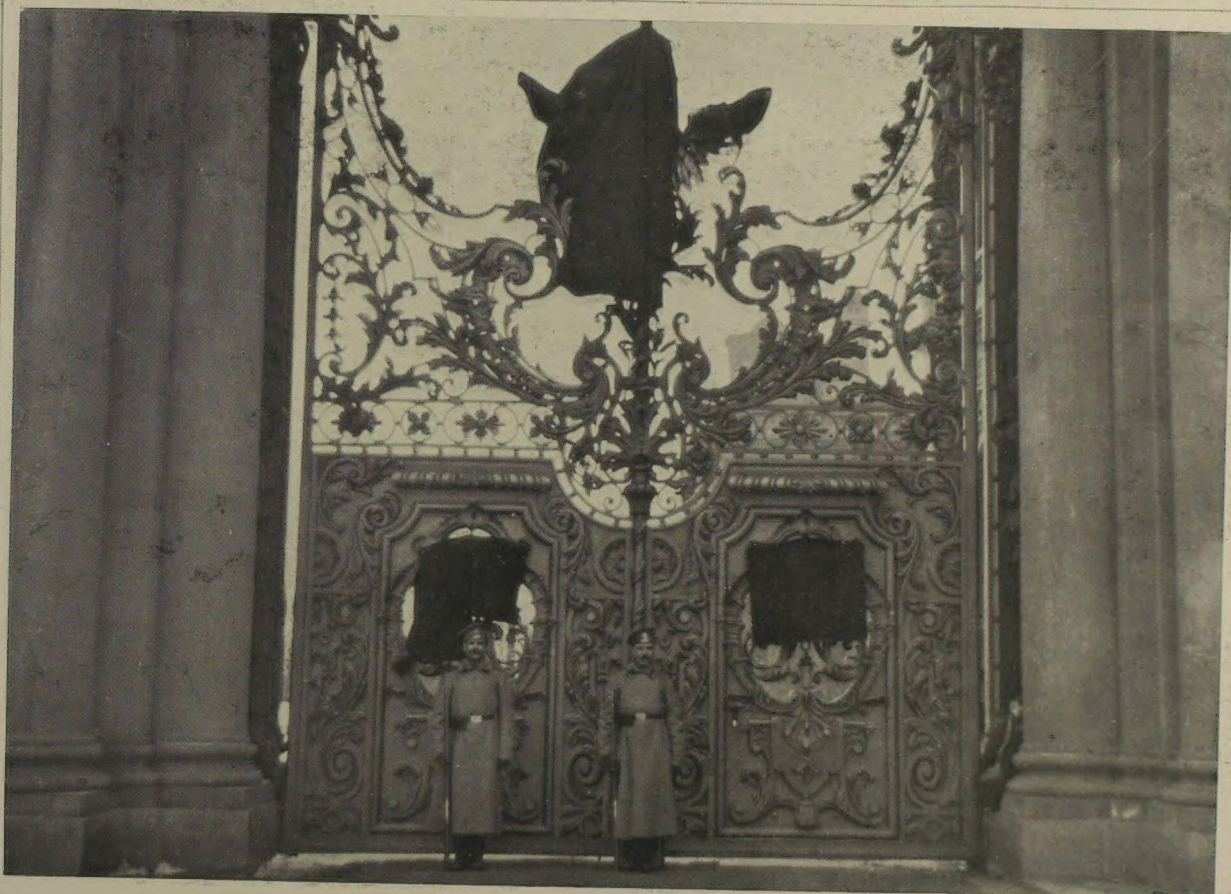
[Continued opposite]

"LONG LIVE FREE RUSSIA": REPUBLICAN SCENES AT TSARSKOIE SELO.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



VICTIMS OF THE REVOLUTION BURIED IN THE GROUNDS OF THE WINTER PALACE: RUSSIAN TROOPS MARCHING PAST THE GRAVES AT TSARSKOIE SELO.



EMBLEMS OF AUTOCRACY VEILED BY THAT OF LIBERTY: IMPERIAL ARMS AND MONOGRAMS ON THE PALACE GATES COVERED WITH THE RED FLAG.

Continued.]

ranks, and, strong in discipline and concord, with glad hearts, form a rampart for your new Government and a trusty support to those fighters who with their breasts are heroically defending their native land." M. Kerenski, the Minister of Justice appointed at the Revolution, who represents the labour interest in Russia, is only thirty-six, and a barrister by profession. He is a fiery orator, and has great influence with the working

classes. In one of his speeches, addressed to troops and civilians outside the Duma, he said: "Soldiers, I ask your co-operation. Free Russia is born, and none will succeed in wresting liberty from the hands of the people. Do not listen to the promptings of the agents of the old régime. Listen to your officers. Long live free Russia!" His words were greeted with a storm of applause.

"THE TIDE HAS CHANGED": PART OF THE GREAT BATTLE

DRAWN BY FRÉDÉRIC DE HAENEN FROM

THAT PROMISES "ULTIMATE VICTORY AT LESS COST."

MATERIAL SUPPLIED BY AN EYE-WITNESS.



DURING THE FATEFUL "FIRST EIGHTEEN DAYS OF THE BATTLE OF ARRAS": BRITISH

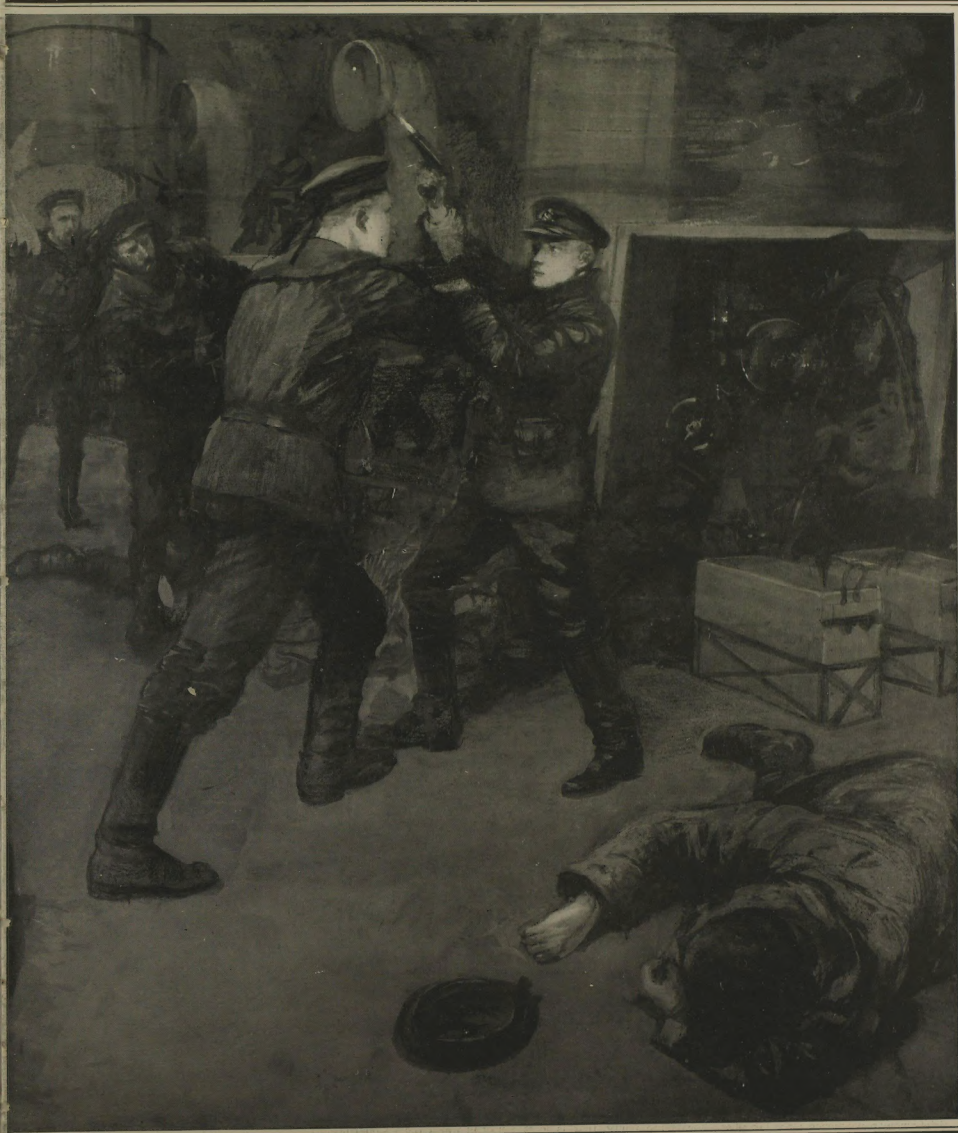
Our drawing illustrates one phase of the great Battle of Arras—an attack by British infantry supported by two Tanks. One of them is seen towards the right firing as it approaches the second line of German trenches, the front line, already captured and passed, being shown running parallel to a road across the foreground, with broken German wire entanglements. The other Tank appears in the background on the extreme left. In the left foreground are some German prisoners being brought in. On the extreme right are faintly indicated the villages of St. Laurent and Blangy. All across the picture, in the distance, is seen the smoke of bursting shells from the British artillery barrage playing on the German positions behind the enemy's second line of trenches. It is a cold day of drizzling sleet and snow, and the men are wearing their goat-skin coats. Overhead are the white clouds of German shrapnel shells. Speaking of the great battle of which this action formed part, Mr. Lloyd George said in his recent speech at the Guildhall: "The tide has changed; our victory is

INFANTRY AND TANKS ATTACKING GERMAN TRENCHES BEHIND ARTILLERY BARRAGE.

becoming increasingly assured. . . . Take the first 18 days of the Battle of the Somme and the first 18 days of this battle. I have just had these figures. In the first 18 days of the Battle of the Somme we captured 11,000 prisoners and 24 guns. In the first 18 days of the Battle of Arras we captured 18,000 prisoners and 230 guns. We have gained four times as much ground, and our losses are exactly one-half. I will tell you what this means. It means not merely ultimate victory, but it means that victory is going to be won at less cost, and that the chances are growing as our equipment is improving." The secret, as the Prime Minister pointed out, lies in "better guns and more shells." In the present illustration the great volume of the British artillery's barrage fire, and the presence of the Tanks, are signs of the changed situation. The personal heroism of our infantry remains the same as it ever was. It is preponderance of equipment that enables them to carry the day.—(Drawing Copyrighted in the United States and Canada.)

A UNIQUE INCIDENT IN THE NAVAL SIDE OF THE WAR: THE BOARDING OF THE "BROKE" IN THE CHANNEL FIGHT.

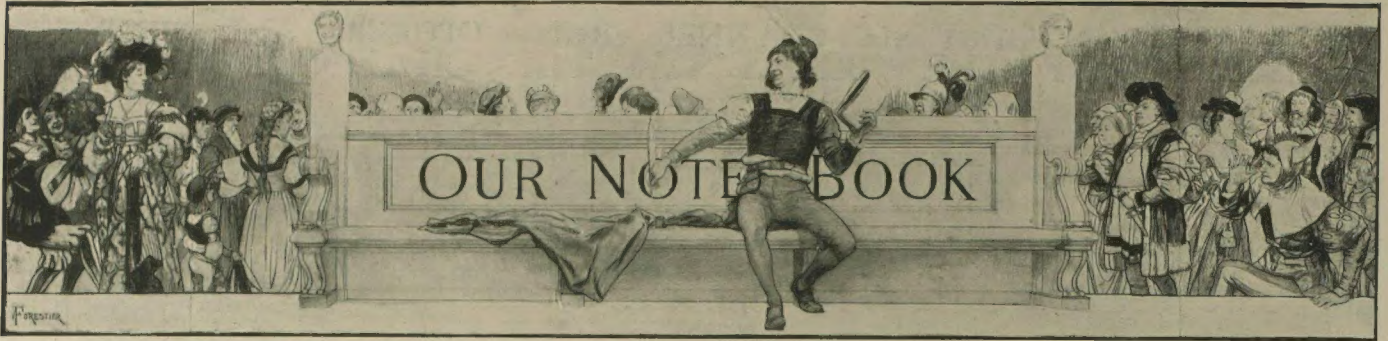
DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



"ONE BURLY GERMAN . . . GRABBED MY RIGHT WRIST AND TRIED TO TAKE MY REVOLVER FROM ME": MIDSHIPMAN GYLES ATTACKED BY ONE OF THE DESPERATE GERMAN WHO SWARMED ON BOARD THE "BROKE," AND A.B. INGLESON GOING TO THE RESCUE, CUTLASS IN HAND.

Midshipman Gyles, of the "Broke," was off duty and asleep when the enemy were sighted. Roused out on the call of "Action stations," he went to his post—in charge of the forecabin. Just afterwards he was knocked down and wounded in three places by a bursting shell: above one eye and on one arm and one leg. Half-blinded by the flow of blood from his forehead, he got to his feet and went to the starboard forecabin gun, where only five men were left. Immediately the "Broke" rammed the third German destroyer, as the Midshipman and Ingleson, an A.B., were leading the starboard port guns, one at each. "Several Germans boarded us, yelling all the time for mercy, and saying other things we could not understand." So Midshipman Gyles told a questioner. He continued: "They endeavoured to rush us, so I pointed my revolver at them and ordered them forward. One burly German,

a regular giant, made a lunge at me, but I evaded his thrust, though he grabbed my right wrist and tried to take my revolver from me. As he did so, Petty Officer Woodfield aimed a blow at him with his fist. He managed to escape, and tried to get round to attack me in the rear, when the timely intervention of Able-Seaman Ingleson's cutlass, which was thrust through his body, gave him his quietus. We cleared the deck of all the remaining Germans we could see, and we made several prisoners." So the gallant Midshipman told the story. The official narrative speaks thus of his exploit: "A number of frenzied Germans swarmed up over the 'Broke's' forecabin . . . and swept aft in a shouting mob. The Midshipman, amid the dead and wounded of his gun's crew, and half-blinded by blood, met the rush single-handed with an automatic revolver."—[Drawing Copyrighted in the United States and Canada.]



By G. K. CHESTERTON.

IT is a very patent platitude, one would imagine, that a word may be an intrinsic endowment and still be a tactless compliment. The word "venerable," as it is applied to an abbot, should not in every case be applied to an aunt, any more than it is wise to assign the same date to a friend's wine at dinner and to his eggs at breakfast. It may be safer to congratulate a Wesleyan minister on the broadness of his views than on the broadness of his jokes, as certainly as it will be kinder to tell him that he is achieving liberty than that he is taking liberties. But the case is worse when one such word is multiplied unmeaningly in every aspect of life, and when a man is congratulated on his broad-minded hat, his broad-minded boots, and his broad-minded umbrella, or perpetually praised for his venerable vote or his venerable visiting card. And it is worst of all when the word in question is not even so vague as these, but is a very definite and even doctrinal word, only valuable because it distinguishes certain opinions from others.

I think we are in considerable danger of getting into this chaotic condition just now in the matter of the word "democratic." The fact, which I think unquestionable, that we are fighting for freedom against an ungovernable and unscrupulous tyranny is resolved by many writers and speakers into an antithesis between democracy and despotism. It is not, incidentally, a very correct antithesis, for in all human history despotism has been nearer to democracy than to many forms of oligarchy; nor is mere despotism an adequate word for the devil that drives the energies of Prussia. Being a democrat myself, I may be allowed to submit the proposition that most Englishmen disapprove of the Prussian school of war, not because they are democrats, but because they are decent people. But, leaving this on one side for the moment, the phenomenon of which I complain is something much more confused and careless; it is simply the overworking of a word to the weakening of its proper and very important meaning. A great many people just now, to judge by the papers, do seem to be putting on democratic hats and opening democratic umbrellas, walking about in democratic boots and leaving democratic visiting-cards. The adjective is applied to such subjects as must evidently spoil both the subject and the adjective. I read in to-day's paper that everybody has been delighted with the democratic simplicity of Mr. Balfour. Now I have come of late to have something very like a comparative enthusiasm for Mr. Balfour, so far as it is possible to an old and obstinate Home Ruler; and even that is neutralised by the certainty that it is not Mr. Balfour, whoever else it is, who is now preventing the passage of Home Rule. For the rest, I think he stands for the finest national tradition left in Parliamentary politics—a wit among buffoons, a patriot among panic-mongers, a philosopher

among money-hunters whose minds are a mere congestion of commonplaces; and, as compared with the corruption into which the lower part of party politics had fallen, something like a man among monkeys. I do not doubt that people were delighted with Mr. Balfour; but I do not believe they were delighted with his democratic simplicity. I do not think his mind is simple, and I feel fairly sure that it is not democratic.

commonest sort of men can ask most directly for what they want and get it; and where they are least at the mercy of a superior class, even though it really is mercy. But there are a great many of my countrymen who do not in the least agree with me in this, but who do agree with me that a barbaric imperialism, whose pivot is at Berlin, has been trying to catch up everything into its wheel, and to break on that wheel things better than itself, including Europe and not altogether forgetting England. As an old Radical, I feel my political opponents are unfairly treated, and even tricked, when it is implied that they cannot defend their own country without defending my politics as well. I revolt on behalf of the reactionaries. I make myself a pillar of the Primrose League. I cover with my own body the whole Conservative Party.

Those who affect this well-meaning misuse of the word are probably concerned very much for the Americans; but, as it happens, I am chiefly concerned for the Americans too. I know the Americans are democrats; I know they are not fools; and I fear that a foolish and facile chatter about democracy, as if it were the easiest thing in the world, may merely drive some American emotions into a reaction and a remembrance. Many of them, at least, do not happen to think that we are a democracy; their principal patriotic tradition is that they broke away from us because we were not a democracy. And that tradition tells them, whatever else it tells them, that it is not easy to become a democracy—that, so far from being easy for their fathers, it meant fire and sword and sundering of brother and brother. When there is this touch of tragedy in any tradition, the word must not be used lightly. The ordinary Englishman will not console doubtful Americans by telling them he is really a Republican, any more than he would console doubtful Irishmen by telling them he was really a Roman Catholic. But there are two things he can say; and for Americans they go straight to the point. First, whether or no we fight for democracy, we do fight for humanity, which is its basis.

And the second thing to be said to American democrats, especially by English democrats, is this. It is true that all our hopes of the development of democracy, in England or anywhere else, are bound up with the final defeat of Prussia. It is true that, until Prussian prestige is smashed, Prussian success, or comparative success, will always be the obstacle to popular Government progressing by an inch anywhere. England may not be a democracy; but Prussia is most vividly and violently an anti-democracy. And it is as certain as death that if she won this war, or another war, then (in the great American words) government of the people, by the people, for the people would begin to perish from the earth.



MARSHAL OF FRANCE, NOW IN THE U.S.A.: JOSEPH JACQUES CÉSAIRE JOFFRE.

The name of General, now Marshal, Joffre has been, throughout the war, one to conjure with, and the conferring upon him of the bâton of a Marshal of France was the most signal proof which could have been given of the honour in which he is held by his country. Marshal Joffre has had a cordial reception in America, where he has gone as one of the French Mission. He has expressed the hope that "the flag of the United States will soon be unfurled on our fighting line," but is said to have warned Americans not to send a large force until amply provided with munitions and reserves.—[Photo. by R. Meley.]

For, as it happens, I do believe in democracy. Since I happen to believe in it, I happen to know what it is. I believe that, though all human Governments are faulty, that is least faulty in which the

tain as death that if she won this war, or another war, then (in the great American words) government of the people, by the people, for the people would begin to perish from the earth.

IMPORTANT NOTICE TO "ILLUSTRATED LONDON NEWS" READERS.

OWING to the shortage of paper, it is now advisable for any reader of "The Illustrated London News" who desires the paper regularly to give an order to his bookstall-manager or newsagent to keep one for him. We would suggest that each reader of "The Illustrated London News" requiring a regular copy should fill in the form given opposite

To Mr., Newsagent.

Please supply me with a copy of "The Illustrated London News" each week until further notice

Name.....

Address.....

THE TWO-AGAINST-SIX CHANNEL FIGHT: OFFICERS AND SHIPS.

PHOTOGRAPH NO. 1 BY C.N.; NO. 2 BY CENTRAL PRESS; NO. 3 BY TOPICAL; NOS. 4 AND 5 BY CRIER



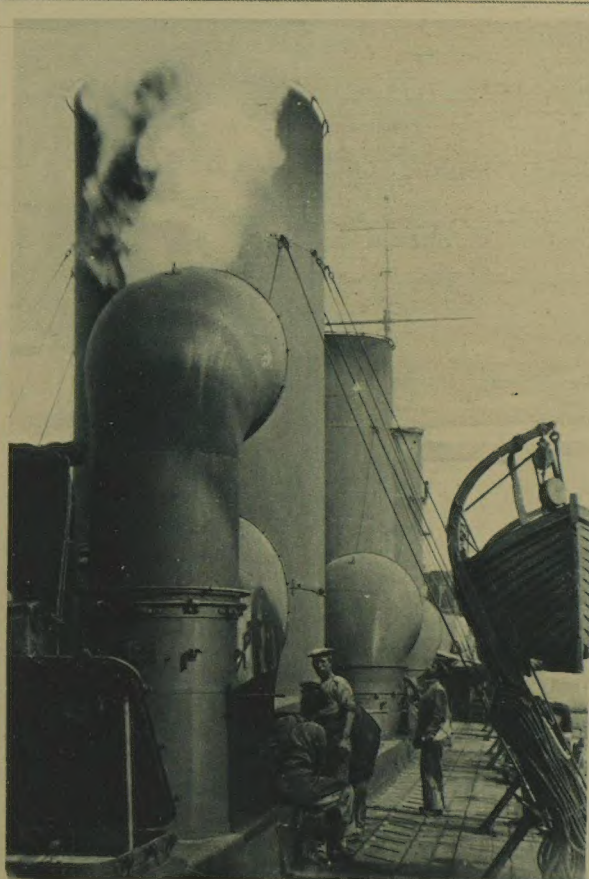
SENIOR OFFICER IN THE ACTION AND CAPTAIN OF THE "SWIFT": COMMANDER A. M. PECK.



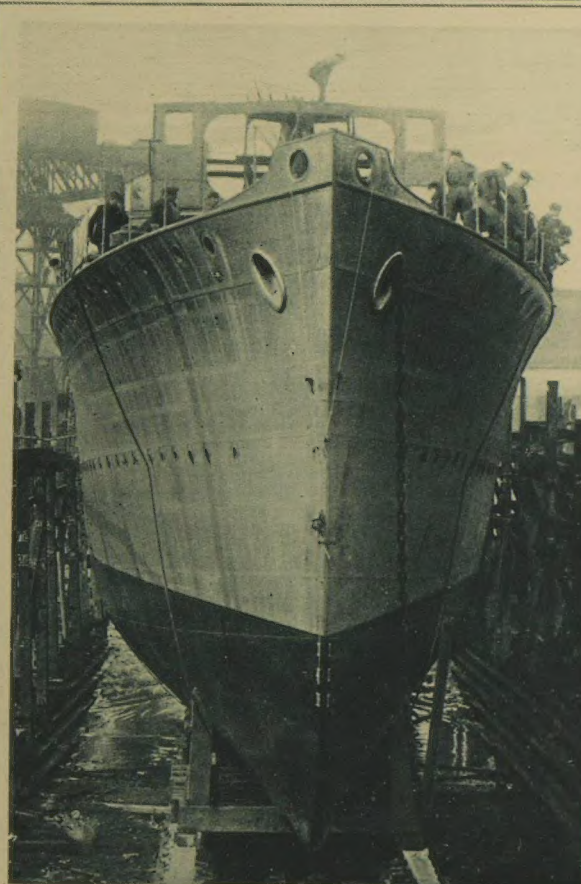
THE OFFICER OF THE "BROKE" WHO KEPT THE GERMAN BOARDERS AT BAY: MIDSHIPMAN GYLES.



THE CAPTAIN OF THE "BROKE," FORMERLY OF THE SCOTT EXPEDITION: COMMANDER EVANS, C.B.



ON BOARD THE "SWIFT": A VIEW OF THE DESTROYER'S BIG FUNNELS AND ALONG THE DECK, LOOKING FORWARD.



THE BOWS OF THE "BROKE": THE CUTWATER AND FORE-PART OF THE HULL, AS SEEN ON THE OCCASION OF HER LAUNCH.

Commander Ambrose M. Peck, of the "Swift," was the senior officer in the action—both the "Swift" and the "Broke" being under his orders. He entered the Navy in 1891, and was a Lieutenant of the "Doris" on the Cape Station during the South African War. He is a gunnery specialist, and saw considerable service at sea before the war with the destroyers of the Home Fleet. He was promoted Commander in 1911. Midshipman Donald A. Gyles, of the "Broke," who single-handed kept the German boarders back, though wounded, is nineteen years of age. He is an R.N.R. officer,

formerly in the White Star Line. He served through the Dardanelles campaign, where he was wounded twice. He joined the "Broke" in the Dover Patrol last December. Commander Edward R. G. R. Evans, in charge of the "Broke," was second in command of the Scott Antarctic Expedition, and succeeded his gallant chief. "He was granted the C.B. and promoted Commander in recognition of his services. In the fight he "rammed the third German boat, fair and square, abreast the after funnel, and locked together thus, the two boats fought a desperate hand-to-hand encounter." The enemy sank.



SCIENCE JOTTINGS.

OUR WAR-TIME FOOD RESERVOIRS.

WHILE it is imperative that every member of the community should thoroughly realise that we are approaching something very near famine—and the number of people who are, apparently, wilfully shutting their eyes to this fact is disconcerting—it is to be regretted that there are some who seem to have lost their sense of proportion, if not their mental balance, at the prospect of the dark days before us. They write with a semblance of knowledge conjuring up visions of plenty in our wildernesses, and charging those who are seriously grappling with the enormous problem before them with incapacity. These offenders are they who would persuade us that we have an inexhaustible supply of food in the wild plants of our waste places, on the one hand, and in the birds and beasts of the countryside on the other.

Apart from those who are fighting for us on land and sea, there remain forty million mouths to fill. How long will these "vast natural resources" avail us? How far will they aid us to keep body and soul together over a period of several weeks, or even months? One writer recently, in one of the morning papers, gravely assured us that our waterways harboured millions of moorhens, whose eggs might be gathered by the million and used as food. Children, it was suggested, could be set to collect them! Having regard to the fact that we are already gravely concerned at the infant mortality of these islands, there is something almost callous in this suggestion, were it not obvious that it was merely the outcome of stupidity. Even the most amateur ornithologist must know that it is ridiculous to speak of "millions" of moorhens inhabiting these islands. For, owing to the very pugnacious habits of these birds, their nests, which are very difficult to find, are few and far between, and by no means accessible when they are found. Why the coot was not included in this estimate I do not know, for their eggs are just as palatable. The writer then went on to point out yet other birds which could be laid under contribution, remarking

that gulls, and sea-birds generally, do not lay "quite so many eggs." That is indeed true. The moorhen and the coot lay from seven to nine, the gulls three, the plovers four, the guillemots and razor-bills but one each. The eggs of the two last-named birds are laid on the ledges of precipitous cliffs, and are systematically taken only at one or two places along the Yorkshire coast, and by men of long experience—most of whom, I am informed, are engaged on sterner work.

Having regard to the fact that before the war we imported 2,580,000,000 hens' eggs, it does not seem likely that we can look for much help from our wild birds in this matter, since, even by systematically

conceivably, materially increase our food-reserves. This much is suggested from the fact that during five months in 1916, on a poultry-farm run on the intensive system, 600 birds laid 38,425 eggs. This was the produce of one farm.

No possible source of food should be overlooked in these grave times, and we may yet be glad to eat cormorants. But, meanwhile, we may profitably look elsewhere. In a month or two from now our gardens will be yielding peas and beans in abundance. Apart from what is grown expressly for the market, tons will be raised by private growers for their own households. In most cases the crops will exceed immediate needs. The surplus should be preserved in

salt for future use. Growers might even be invited to send such surplus to local collecting centres for preservation by the local authorities. Each contributor should be credited with the amount sent, and a proportion returned to him; the rest could then be used to relieve possible local distress.

The amount of food of this kind raised this year should be prodigious, to judge from the intensity of cultivation now going on. The grounds at the back of the Natural History Museum, for example, are now entirely under cultivation. The military authorities have taken over most of it, and they have done their work very thoroughly, the men engaged being all experienced gardeners or farm-labourers, though now in khaki, and ineligible

for more strenuous work. Such odd corners as have been left have been taken over by such members of the staff as remain to carry on till their colleagues return from the battlefields. And what is true of the ground-space here is true all over London, to take but one town. In suburban districts the possibilities are far greater, and they are being used no less thoroughly. The prospects, then, of keeping the wolf from our doors are promising. But let us not relax our efforts to discover yet further means of assuring our food supply; but at the same time let us not indulge in idle, ill-considered speculations, for these, raising false hopes, are mischievous.

W. P. PYCRAFT.



IN DEVASTATED ARRAS: THE RUINS OF THE SIXTEENTH-CENTURY HÔTEL DE VILLE.

The Hôtel de Ville at Arras was counted one of the finest structures of its kind in Northern France. It was built by Jacques Caron, in the sixteenth century; and was restored in the nineteenth century. It had a fine Gothic façade, rising upon seven arches of different sizes. The lateral façades were in ornate Renaissance style. That on the North was modern. In the two large saloons on the first floor were some excellent specimens of Gothic wood-carving. The bellry was 240 feet high, and its largest bell (the Bancloque, or Joyeuse) dated from the early eighteenth century, and weighed about nine tons.

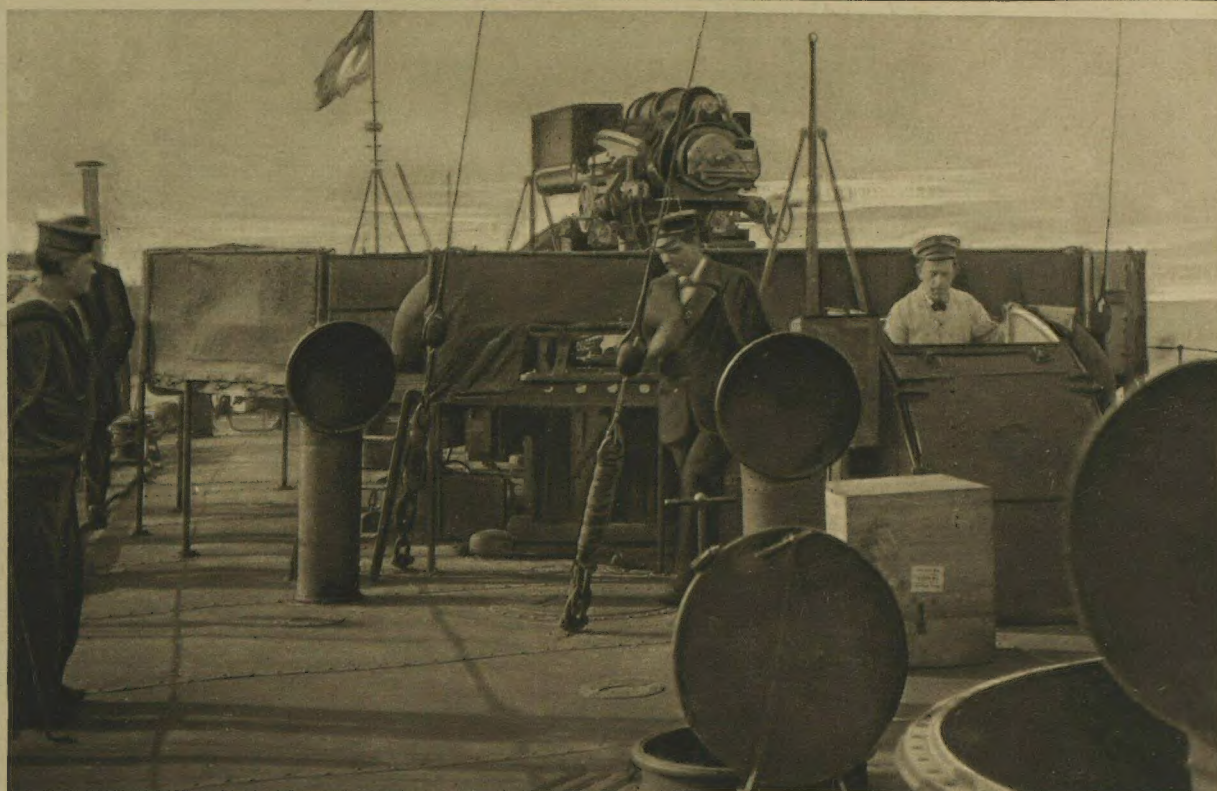
Official Photograph.

raiding all the accessible bird-colonies we possess—and it is only where colonies can be laid under contribution that really useful collecting can be done—we could not reckon on gathering more than some 2,000,000 eggs. The maximum harvest of the eggs of the guillemot and razor-bill gathered by the Yorkshire "climbers" during peace times was 130,000. This figure cannot, probably, be reached now.

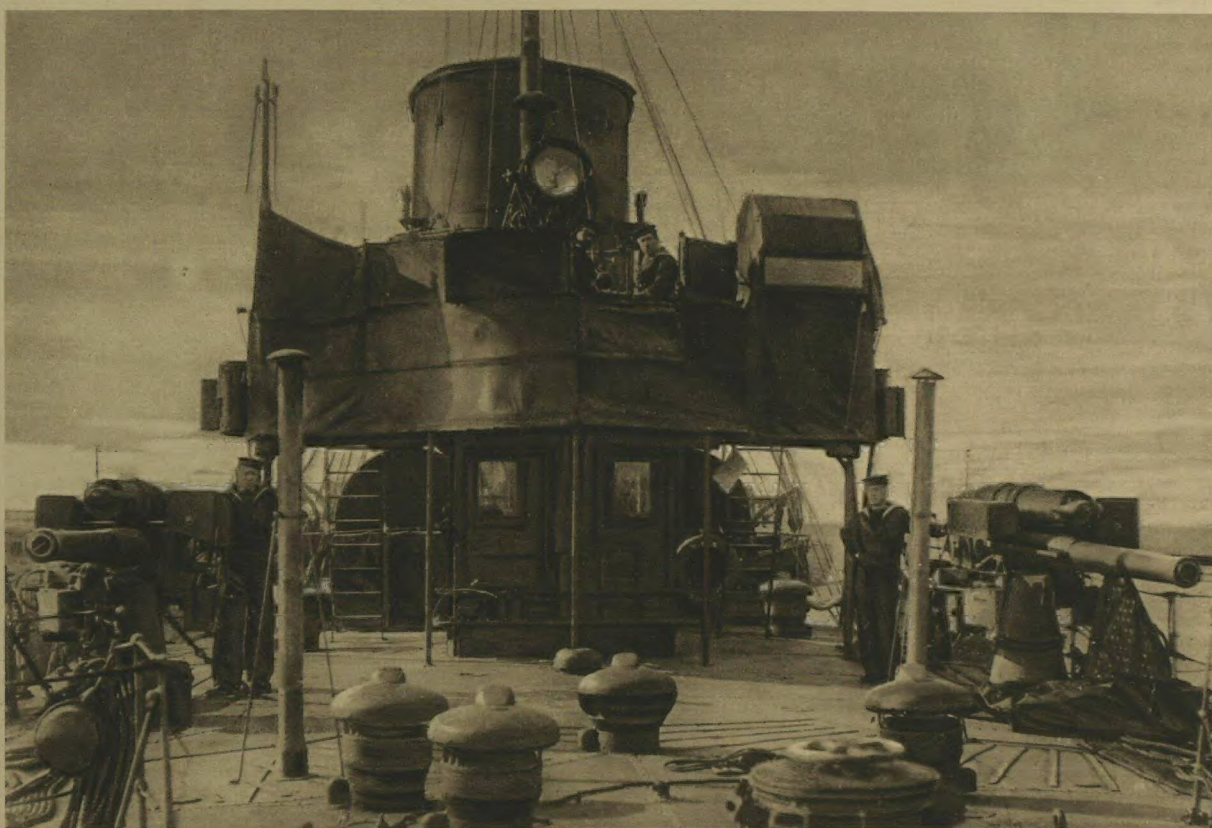
If the suspension of the Wild Birds Protection Acts, so far as it applies to the eggs of gulls and guillemots, is taken advantage of to save, for incubation, a few hundred thousand hens' eggs, we might,

THE TWO-AGAINST-SIX CHANNEL FIGHT: ON BOARD THE "SWIFT."

PHOTOGRAPHS BY CRIBB.



AMIDSHIPS ON DECK, LOOKING TOWARDS THE STERN: THE AFTER 4-INCH STERN-CHASE GUN ON ITS PLATFORM—BREECH VIEW.



THE BRIDGE AND AFTER-END OF THE FORECASTLE, VIEWED FROM NEAR THE BOWS: THE PAIR OF CHASE-GUNS AT EITHER SIDE OF THE DECK, POINTING AHEAD.

The "Swift" and "Broke" made out the German flotilla at twenty minutes to one in the morning. The enemy were 600 yards off, and it was pitch black. The enemy's signal-gongs to open fire were heard immediately, and the six German destroyers blazed off. This is what the officially issued narrative relates of the "Swift's" doings: "'Swift' instantly replied, and the Commanding officer, Commander Ambrose M. Peck, decided without hesitation to ram the leading enemy destroyer. At his order, the wheel

was wrenched round, and 'Swift,' with every occupant of her bridge temporarily blinded by flashes, drove straight for the enemy." It was a touch-and-go evolution at 30 knots in the dark. "'Swift' missed, but shot through the line unscathed. She turned like a hawk upon a quarry, and in turning neatly torpedoed another boat in the line. Again she dashed at the leading boat, which once more eluded her, and, without firing another shot, made off into the darkness at full speed, with 'Swift' in pursuit."

WHERE VICTORIES HAVE BEEN WON SINCE BAGHDAD: THE TIGRIS LINE OF ADVANCE IN MESOPOTAMIA.



OUR NAVAL FORCES ON THE TIGRIS:
TWO BRITISH MONITORS.



OF THE FORCE WHICH RECENTLY BROUGHT DOWN THE ENEMY'S AIR-COMMANDER
A BOMBING RAID



ON A NEW HALBERSTADT MACHINE: BRITISH AEROPLANES PREPARING FOR
IN MESOPOTAMIA.



EVIDENCE OF A BRITISH SUCCESS: TURKISH PRISONERS
IN MESOPOTAMIA.



ONE OF OUR INDIAN SOLDIERS: A SEPOY
GUARDING AN R.F.C. BARGE.



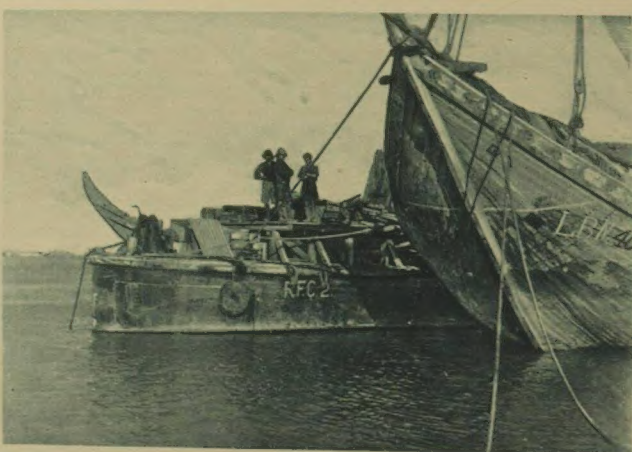
HOW THE TIGRIS HELPS TO "FEED" THE GUNS: LANDING 18-POUNDER FIELD-GUN SHELLS
FROM AN AMMUNITION-BARGE.



HOW THE TIGRIS HELPS THE ROYAL FLYING CORPS: AN R.F.C. FORCE ARRIVING BY RIVER
AT AN ARAB VILLAGE.



NATIVE RIVER COSTUME: AN ARAB PILOT ON
BOARD A BRITISH MONITOR ON THE TIGRIS.



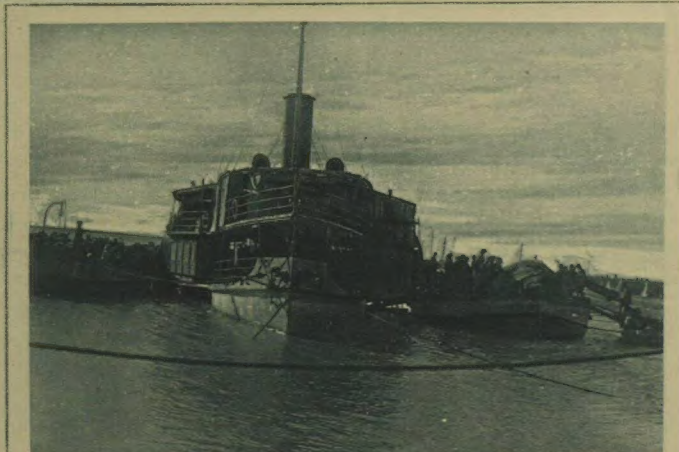
A CONTRAST IN RIVER CRAFT: AN R.F.C. BARGE AND AN AMMUNITION
"BARGE" ON THE TIGRIS.



"THE FEEDING OF THE TROOPS IS EXCELLENT": A BRITISH SUPPLY
TRANSPORT CORPS IN AN ARAB VILLAGE OF MESOPOTAMIA.



ON THE ROAD, BY MOTOR-CAR: SOME R.F.C. OFFICERS MOVING FROM
SHEIKH SAAD TO AN ARAB VILLAGE.



THE NAVAL SIDE OF THE MESOPOTAMIAN EXPEDITION: ONE OF OUR RIVER
BOATS ON THE TIGRIS.

Since the fall of Baghdad, several further successes have been won by the British and Indian troops under Sir Stanley Maude in Mesopotamia. On April 19 he reported that the Turks had been routed twelve miles south-east of Samarra, and 1240 taken prisoners. In a despatch published a few days later, reference was made to a success won by our airmen of the R.F.C.: "As the result of an air-fight on the 22nd, a new Halberstadt was brought down, the pilot, who was the enemy's Flying Corps commander, being killed, and the machine falling into our hands." On April 23 General Maude announced that Samarra Station had been captured: "The enemy had hastily destroyed what he could, but the captures include 16 locomotives, 224 railway trucks, and two barges containing munitions." A later despatch gave the number of prisoners taken in "the operations of these two days" (April 21 and 22) as 20 officers and 667 other ranks. An interesting account of the conditions of the campaign, particularly as regards the medical services, was given recently in a letter to Mr. Austen

Chamberlain from Sir Arthur Lawley, who went out to Mesopotamia as Chief Commissioner of the Red Cross. "The days of muddle," writes Sir Arthur, "are ended, and order has been evolved out of chaos. Communications by road, railway and river have been laid out and developed on a well-thought-out plan. . . . The feeding of the troops from the firing-line to the base is excellent. . . . From Basra I pursued my way to Sheikh Saad. I was lucky in finding myself in one of the 'P' boats of newest design, admirably adapted for the purpose for which it is wanted, viz., of a ferry boat, not a hospital ship. . . . Sheikh Saad has been the jumping-off place for troops, stores, and ammunition. . . . I saw several hundreds of Turkish prisoners and conversed with a few of the officers who spoke French. Filthily dirty, all of them! but seemingly well contented with their present lot." Our photographs, which have just come to hand, naturally do not illustrate the more recent of the operations on the Tigris, as it takes some time for letters to reach this country from Mesopotamia.

"SINCE JUNE 1915 . . . WE HAVE CAPTURED 400 GUNS":

DRAWN BY R. CATON WOODVILLE FROM



A DRAMATIC INCIDENT OF THE OPENING FIGHT IN THE BATTLE OF ARRAS: A CAPTURE OF

One of the most dashing and completely successful exploits by our men during the opening stages of the Battle of Arras is shown here, exactly as it occurred. The special incident was the carrying with a rush and capturing at the point of the bayonet of one of the German field batteries. As correspondents have related, the enemy had not looked for so determined an assault just then, and they had not withdrawn their guns, some of the batteries of which, such as that shown here, were posted in the open. The German gunners fired furiously, but nothing could stop our "undaunted infantry," to quote one of Napier's classic battlefield phrases. The attack here depicted was made at dawn. It added six field guns and a machine gun to our captures. They were, as has been noted, "the first captured in open warfare since 1914." As the attackers got up to the guns, we are told, all

STORMING A GERMAN BATTERY AT THE BAYONET'S POINT.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



GERMAN GUNS AT THE POINT OF THE BAYONET—BRITISH INFANTRY STORMING FIELD ARTILLERY.

the men of the battery teams threw up their hands and cried for quarter. Only their captain refused to surrender. As seen here, he fired his revolver, holding out like a wild beast at bay, to the last. In this connection it is appropriate to recall the words of Mr. Lloyd George in his recent speech at the Guildhall: "There is no better test of victory," he said, "than guns and prisoners. Before June 1915, we had lost 84 guns and a very considerable number of prisoners, and we had captured, so far as I can recollect, not one gun. Since that date we have not lost one, and we have captured 400, and when you come to the tale of prisoners, we have captured ten at least for every one. The tide has changed; our victory is becoming increasingly assured."—[Drawing Copyrighted in the United States and Canada.]



THE STONES OF ARRAS.

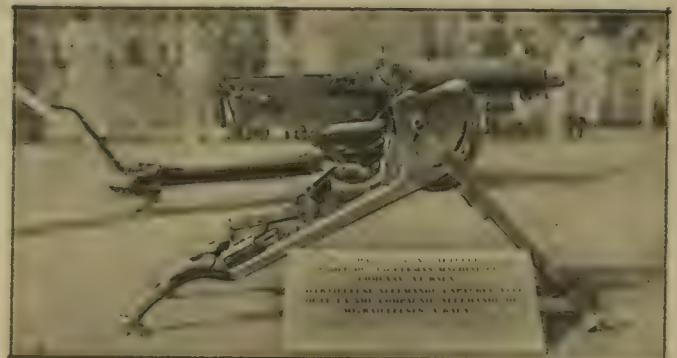
Our photograph shows the ruins of part of the Cathedral at Arras, which was built between 1755 and 1833, on the site of an old abbey church. Though architecturally of less note than "The Stones of Venice," Arras Cathedral was a fine building—fine enough for the Germans to destroy. What it lacked in past history it has made up during the war.

BRITISH OFFICIAL PHOTOGRAPH.

Evidence of British Victories Over the Turks: An Exhibition of War Trophies in Cairo.



WITH A GRASS SUN-SHADE: A BRITISH SENTRY AND CAPTURED SENUSSI RIFLES.



WITH COMBINED TRIPOD AND SLEDGE MOUNTING: A GERMAN MACHINE-GUN.



WITH A MENDED BRITISH BULLET-HOLE IN ITS SHIELD: A CAPTURED KRUPP GUN.

Guns and other trophies captured from the Turks were recently placed on exhibition in Cairo. In the shield of the gun shown in the third photograph, towards the right, is a riveted plate over a hole made by a British rifle-bullet. The Senussi rifles in the



RESCUED FROM THE SENUSSI: ARAB BOYS INTERESTED IN THE CAPTURED TROPHIES.

background were of German, Austrian, and Turkish make. The fourth photograph shows Arab boys kidnapped by the Senussi from remote villages in the Minia district, and rescued by British troops. They are now in a home.—[Photographs by Topical.]

In "An Empire Within the Empire": Indian Relief Work, Recruiting, and War Loan.



WAR GIFTS FROM CALCUTTA: LEAVING LADY CARMICHAEL'S RELIEF FUND OFFICES.

The splendid war work done by the women of India was described by Lady Chelmsford, wife of the Viceroy, in a letter to the "Times." Among many other organisations, she mentioned "Lady Carmichael's Bengal Women's War Fund in Calcutta."—The



COMPULSORY SERVICE FOR EUROPEANS IN INDIA: LEAVING A REGISTRATION OFFICE.

Indian Government recently introduced an Ordinance for the compulsory training or service of British subjects of European origin aged between 16 and 50, in connection with the new Indian Defence Force.—[Photographs by Sport and General and Meyers Brothers.]



RECRUITING IN THE HIMALAYAS: A RECRUITING MEETING AT A HILL FAIR.

In one of his recent speeches in London, the Maharajah of Bikanir described India as "an empire within the Empire." Indians have been invited to enrol for the new Indian Defence Force. The Indian Government recently offered £100,000,000 towards the cost



INDIA'S "MAGNIFICENT CONTRIBUTION": DISCUSSING THE WAR LOAN AT A BOMBAY BANK.

of the war, to be raised partly by a War Loan in India, and partly by taking over the balance in British War Loan. In a message to the Viceroy, Mr. Lloyd George expressed the Government's thanks for India's "magnificent contribution."—[Photos, Wright and Meyers Bros.]

IN TOUCH WITH GENERAL MAUDE: WITH THE RUSSIANS IN PERSIA.



PERSIAN LEVIES RAISED IN THE RUSSIAN "SPHERE OF INFLUENCE":
MEN OF A MOUNTED CORPS SERVING AGAINST THE TURKS.



AT A TELEGRAPH SECTION POST IN THE DESERT: DETAILS OF
ONE OF THE BRITISH LINKING DETACHMENTS.



PERSIAN LEVIES RAISED WITHIN THE RUSSIAN "SPHERE OF INFLUENCE," AS AUTHORISED BY THE RUSSO-BRITISH AGREEMENT:
AN INSPECTION PARADE OF THE CORPS AT SULTANABAD.



PRISONERS CAPTURED IN ACTION FROM THE REBEL PERSIAN GENDARMERIE
WHICH JOINED THE TURKS: UNDER RUSSIAN GUARD DURING THE ADVANCE.



IN CAMP WITH GENERAL BARATOFF'S ARMY: A RUSSIAN FIELD-KITCHEN
AND TYPICAL LINESMEN OF THE ARMY IN PERSIA.

A specially interesting section of the armed forces of the Allies in the field—the Russian troops engaged in clearing the Turks out of Persia—is shown to the British public in these photographs. Hardly anything of the Russians in Persia has been shown before in this country. As recorded by the telegrams from Mesopotamia, within the past few weeks General Maude's advance to the northward of Baghdad has brought our columns into actual touch and junction with the advanced guards of the Russian Army of General Baratoff, which has steadily forced back the Turkish invaders of Persia, and is operating in conjunction, strategically, with General Maude. The Russians are advancing westward,

the British in a northerly direction. Photographs Nos. 1 and 3 show mounted Persian levies recruited in the Russian "sphere of influence," who make an excellent light-horse corps. The Persian native gendarmerie, prisoners from which are shown in the fourth illustration, under guard, were raised some years ago, in virtue of the Russo-British convention. They were officered by Europeans belonging to a State which is among the neutrals in the present war. German agents seduced the gendarmerie, dismissed their officers, and utilised the native rank and file for outrages against the British and Russian Legations. Finally the rebel gendarmes joined the Turkish invaders. They have shared their defeat.

LONG IN GERMAN HANDS: ST. QUENTIN; AND CAPTURED TREE-POSTS.

PHOTOGRAPHS—BRITISH OFFICIAL AND CANADIAN WAR RECORDS.



"THE WHOLE LANDSCAPE WAS DOMINATED BY THE GREAT MASS OF THE GREY CATHEDRAL": A VIEW OF ST. QUENTIN FROM A BRITISH FRONT-LINE TRENCH.



THE GERMAN USE OF TREES AT THE FRONT: A CAPTURED SNIPERS' POST THAT OVERLOOKED OUR TRENCHES.



THE GERMAN USE OF TREES AT THE FRONT: A CAPTURED OBSERVATION POST BEHIND THE ORIGINAL GERMAN LINE AT FRESNES.

It may be that, by the time these lines appear, St. Quentin will no longer be in German hands, for it is some time since British and French troops were nearing the town. In a despatch from the French front as far back as April 11, Mr. H. Warner Allen described the scene ahead. "The whole landscape," he writes, "was dominated by the great mass of the grey Cathedral of St. Quentin, which literally dwarfed a church steeple and factory chimney or two that rose in its vicinity. . . . St. Quentin is no unattainable goal,

but a prize almost within our grasp. On the left of the Cathedral huge clouds of smoke kept rising, to be hurried away by the rush of the wind. They were not the smoke of shells, as their form and permanency showed. The enemy was engaged in the congenial task of destruction, and every now and again a fresh burst of smoke, violently spouted upwards, told of a house that had been blown up. . . . It is to be feared that when St. Quentin is French again but little of it will remain."

OFFICIALLY "SUNK" BY THE GERMANS—BUT A VERY EFFICIENT "GHOST"!

REPRODUCED FROM MR. MUIRHEAD BONE'S DRAWING IN "THE WESTERN FRONT."



A HULL THAT HAS SEEN MORE BATTLING IN THE WAR THAN ANY OTHER BRITISH "CAPITAL" SHIP:

H.M.S. "LION" IN DRY DOCK.

To quote the description given with it in the new issue of "The Western Front," the whole of which is devoted to the British Navy: "The great hull we see here has seen more battling in the present war than any other of our 'capital' ships. Officially 'sunk' by the Germans, she will yet prove a troublesome ghost to them. In the

foreground, the dockyard workers are busily surveying the ship's Gargantuan cables for weakened or damaged links." Nothing could illustrate better than this Grand Fleet issue of "The Western Front" the fact that our Western Front is a line that does not really end at the sea.

Nigerian Loyalty: The Emir of Katsena and his State.

(See Illustrations.)

ON this and the opposite page we publish photographs of the Emir of Katsena (who has very splendidly agreed to give to the Imperial War Fund the sum of £7000 per annum while the war lasts) and his capital, which takes the name of Katsena, the same as that of the State.

The State of Katsena is certainly one of the lesser-known parts of the British Empire; nor is this to be wondered at, since it is only within quite recent years that it was brought under British protection; this fact in itself making the handsome gift of its ruler the more pleasing and indicative of the keen appreciation of British rule in Nigeria. Formerly an ancient State of the Western Sudan, Katsena is now included in the province of Kano, in the British Protectorate of Northern Nigeria. It lies 84 miles north-west of Kano, and 160 miles east by south of the city of Sokoto; and its population comprises some 500,000 people—Hausa and Fulani.

Of these two races, the older—in the sense of having been longest in the country—is the Hausa, who form part of the most important nation of the Central Sudan, and who, though negritic (in places they possess a strong crossing of Arab and Fula blood), are morally and intellectually far superior to the typical Negro. They claim that their ancestors came from a country very far east, beyond Mecca; and some corroboration of this is furnished by the fact that the Hausa language has several striking points of resemblance with the Coptic, and also with that spoken by the Berbers south of Tripoli and Tunis. It is also noteworthy that the Hausa, alone of all the native inhabitants of tropical Africa, have been able themselves to reduce their language to writing. The character they use is a modified form of Arabic; the language is rich and sonorous, and contains no less than 10,000 words; and some fragments of Hausa literature are in existence, consisting of religious and political poems, together with a limited amount of native history. It is estimated that about a third of the people are Mahomedan, and a third heathen, while the remaining third have no definite form of religion at all.

Large numbers of the Hausa Mahomedans make the pilgrimage to Mecca every year, and they are a peaceful and industrious people, living partly in farmsteads amid their crops, being excellent agriculturists, and partly in large trading centres. They have developed a variety of industries, such

as the making of cloth, mats, leather, and glass; and not only do they trade with foreign parts, but they themselves journey far afield as traders, small colonies of them being met with in towns as widespread as Lagos, Tunis, Tripoli, Alexandria, and Suakin. In Sierra Leone and the Gold Coast territory, they form the backbone of the military police; and, under English leadership,

history back for a thousand years. Tradition ascribes the origin of the Hausa population, which is also known by the name of Habe, or Habeche, to the union of Bajibda of Baghdad with a prehistoric Queen of Daura (one of the Hausa States); and Katsena was the chief seat of learning throughout the Hausa country.

The Hausa Confederation, of which Katsena



SUBSCRIBING £7000 A YEAR TO THE IMPERIAL WAR FUND: THE EMIR OF KATSENA IN HIS MOTOR-CAR PASSING THROUGH A GATEWAY IN A TOWN WALL.

again and again they have shown themselves to be admirable fighters and capable of a high degree of discipline and good conduct.

Katsena is of special interest in that it is the oldest of the Hausa States, and harks back to a time when the Hausa were undoubtedly a great people—as, under British rule, they may be once again. There exist manuscripts which carry its

possessed the most influence, extended its authority over many of the neighbouring countries, and remained paramount till the Fula, or Fulani, under Sheikh Dan Fodio, in 1810, conquered the States and founded the Fula Empire of Sokoto. The Fulani people are a mixture of Berber and Negro, and where the purest types of the race are found they are of a reddish-brown or light chestnut colour, with oval faces, ringlety or even smooth hair—never woolly—straight and even aquiline noses, delicately shaped lips, and regular features, quite differentiating them from the Negro race. Though the Fulani came as conquerors, they introduced few changes among the Hausa, adopting the existing customs and system of government, except that they, as zealous Moslems, endeavoured, naturally, to spread Islam. A portion of the race has undoubtedly intermarried with the Hausa, and acquired thereby a stronger negritic character; but the ruling caste have preserved the purity of their blood, and it is, of course, from this that the present Emir of Katsena is sprung.

Katsena has been under British protection only since the year 1903, when Sir Frederick Lugard visited the State on his way from Sokoto, and the Emir and chiefs accepted British suzerainty without fighting. In the following year, however, the Emir was unfaithful to his oath of allegiance, and he was deposed, and his successor, the present Emir, was installed in his stead. Since that time the history of Katsena has been peaceful and progressive, under the enterprising and loyal rule of its Emir, and its future augurs exceeding well. It may be mentioned that only recently the Emir was married to the daughter of the Emir of Kano, who has also made a welcome gift to the Imperial Exchequer, and whose portrait in that connection appeared in the pages of *The Illustrated London News* in the summer of last year.



A ROYAL RESIDENCE IN NORTHERN NIGERIA: THE PICTURESQUE PALACE OF THE EMIR OF KATSENA.

A LOYAL NIGERIAN CHIEF: THE EMIR OF KATSENA AND HIS CAPITAL.



THE CENTRE OF RELIGIOUS LIFE AT THE EMIR'S CAPITAL:
THE MOSQUE AT KATSENA.



NOT UNLIKE AN ENGLISH VILLAGE CHURCH: THE PALACE
OF THE EMIR OF KATSENA.



A NIGERIAN RULER WHO IS GIVING £7000 A YEAR TO THE WAR FUND FOR THE DURATION OF THE WAR:
THE EMIR OF KATSENA (IN THE CENTRE) WITH TWO MEMBERS OF HIS COUNCIL.



ARCHITECTURE AND THE LAW AT KATSENA: THE BUILDING
OF A NEW COURT HOUSE.



A MODERN TOUCH: THE EMIR IN HIS MOTOR-CAR PASSING THROUGH
A GATE IN THE TOWN WALL.

In the article on the adjoining page our readers will find an interesting account of Katsena, in Northern Nigeria, and its enterprising and enlightened ruler. The Emir of Katsena, whose dominions only came under British protection fourteen years ago, has proved an excellent ruler, and during the war has shown his loyalty to the British Crown in a most practical and munificent fashion. As long as hostilities continue, he has undertaken to contribute to the Imperial War Fund the handsome sum of £7000 a year. This splendid gift is welcome, not only for its own sake, but as an indication of

the friendly spirit which exists between the native rulers in Nigeria and the British representatives. In connection with our first photograph, that of the mosque at Katsena, it may be noted that about one-third of the inhabitants are Mahomedans. The Emir of Katsena, as our article mentions, recently married a daughter of the neighbouring Emir of Kano, who has likewise contributed liberally to the Imperial Exchequer. Katsena is interesting as the oldest of the Hausa States, and there are in existence manuscripts which carry its history back for a thousand years.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY HARNETT, VANDYK, ELLIOTT AND FRY, SWAINE, BACON AND SONS, BASSANO, LAMBERT WESTON, LONDON STEREOSCOPIC CO., AND LAFAYETTE.



CAPT. ROBERT A. FIELD,
M.C.,
R.A., was awarded the Military Cross in January 1917.



CAPT. F. H. C. WILCOX,
Lancs Fus. Son of late Major-Gen E. R. C. Wilcox, and of Mrs. Wilcox, Bedford.



LIEUT.-COL. VERNON
EATON,
R. Canadian Horse Artillery. Thrice mentioned despatches. Son of late J. K. Eaton, Truro, Nova Scotia.

2ND LIEUT. THE EARL OF SHANNON,
R. Fusiliers. Aged 19. Is succeeded by his brother, the Hon. Robert Boyle, aged 17.



2ND LIEUT. C. N. HUDSON,
King's (Liverpool Regt.). Son of Rev. W. Clark Hudson, St. Cuthbert's Vicarage, Everton.

CAPTAIN A. K. HARVEY-JAMES,
E. Kent Regt. (Arthur Scott Craven, actor and author). Son of Mrs. Harvey-James, Westward Ho!



2ND LIEUT. M. L. G. RICHARDSON,
South Lancs Regt. Mentioned in despatches. Killed in action.

LIEUT.-COL. VERNON
EATON,
R. Canadian Horse Artillery. Thrice mentioned despatches. Son of late J. K. Eaton, Truro, Nova Scotia.



ACTING SQUAD-COMMR.
J. PETRE, D.S.C., R.N.
Killed on service. Awarded the D.S.C. in June 1916.



LIEUT. E. H. G. BROWN,
Canadian Field Artillery. Officially reported as having died of wounds.



MAJOR THE EARL OF SUFFOLK AND
BERKSHIRE.
R.F.A. Married Miss Marguerite Leiter, sister of Lady Curzon. Succeeded by son.



2ND LT. NORMAN H. WARD,
Middlesex Regt. Son of Mr. Thomas James Ward, and late Mrs. Ward, of Petrograd.



2ND LIEUT. R. C. H. KINGDON,
R.F.A. Son of Rev. F. H. and Mrs. Kingdon, Bridgerule.



CAPT. AND ADJT. T. P. WATSON, M.C.,
East Lancs Regt. Awarded the Military Cross, Dec. 1916.



LIEUT. A. E. BROWNE,
Canadian Scottish. Son of late Dr. and Mrs. Browne, of Edinburgh and Derby.



CAPT. H. F. F. MARSH, M.C.,
Indian Infantry. Son of Mr. Henry Marsh, C.I.E., of Gledhow Gardens, S.W.



CAPTAIN G. A. READ,
Leinster Regt. Has been officially reported as having been killed in action.



CAPT. MURRAY CARSON,
A.S.C. The popular actor and dramatist, well known in theatrical circles.



LIEUT.-COL. H. U. H. THORNE,
R. Berks Regt. commanding batn. R. Scots. Son of late Col. Thorne, Wolverhampton, and of Mrs. Thorne, Bexhill.



2ND LT. R. B. VANPRAAGH,
K.R.R.C. Son of Mr. and Mrs. Bertram Van Praagh, Eaton Place.



CAPT. G. HUGH PENNY,
E. Lancs Regt. Son of Mrs. A. S. Penny, Talbot Road, Highgate. Killed in action.



2ND LIEUT. A. H. PRYOR,
Northd. Fus. Son of Mr. and Mrs. Pryor, Royal Mews, Buckingham Palace Road.



MAJOR H. P. ALEXANDER,
Essex Regt. Son of Mr. E. R. Alexander, of Innisfallen, Leytonstone. Killed in action.

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prices that Lotus and Delta would easily fetch, now shoes generally are so dear, the Lotus people charge only low prices, based on the actual cost of manufacture, and they never raise them until forced by an increase in the cost of leather and wages.

A few pairs of these Lotus walking pump sole shoes are still obtainable at the old prices, 16/6 for glacé kid, 17/6 for patent, but, when these are gone, the all-round price will be 19/6 a pair.

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Agents everywhere



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LADIES' PAGE.

AT this time of the year more than any other new clothes are actually needed, for the returning brightness of the sun shows up cruelly all the defects of the wardrobe. Yet we mean not to be extravagant! Our best dress establishments are wisely assisting us to meet this position by setting before us garments that are at once pretty and inexpensive.

The excellent artistic taste of Messrs. Liberty, for a striking example, is put at our disposal in regard to "summery" frocks for so moderate a sum as to be equally surprising and delightful. The richer sorts of fabrics manufactured by this house are, of course, world-renowned; the "Liberty" soft-draping and exquisitely artistic fabrics, especially in pure satin and brocade weaves, cashmeres, etc., are quite distinctive, and the new patterns and tones for this spring are as delightful as ever. Accessories of dress in "Liberty" printed silks, too, such as scarves and collars, give a *cachet* to any plain gown. The very special feature of this war-year's productions, however, is the range of inexpensive "Ready to Wear" frocks. Never was there anything quite so modest in price and at the same time so refined and dainty in effect, as will be seen by sending for a pattern card, forwarded on application by the well-known Regent Street house. The prices actually begin at 29s. 6d. for the gown ready to wear, in daintily designed, colour-printed cotton voile, and finer qualities are 37s. 6d. and 45s. respectively. The designs, in accordance with our sensible war-time fashions, are all of the easily fitting and adaptable order, and will be found suitable for all ordinary figures, though it is always a pleasure to visit Liberty's in person, and feast one's eyes on the charming collection.

Messrs. Debenham and Freebody have been famous for over a century for taste, quality, and value; and all these qualities are placed at our disposal at really moderate prices. Blouses are as fashionable as ever, and more varied in style than previously, and of these the renowned Wigmore Street house makes a special feature. The newest idea of the season, the blouse-coatee, is here in all its charm and usefulness. An ideal example in the Wigmore Street salons is of crêpe-de-Chine of a firm and lasting variety, and in a large range of charming colourings, as well as in white, black, and navy. It is made with a deep sailor-collar behind, and opens in a V at the throat, where it is finished by a loose, long tie, and it is most prettily smocked beneath the shoulders and on the cuffs; this delightful and ladylike



A NEW TOQUE MADE OF NIGGER-BROWN SATIN TRIMMED WITH OSPREYS OF THE SAME TONE

Our illustrations will give an idea of the charm of the new spring hats that are to be seen at the house of Messrs. Debenham and Freebody. There are many models on view, all of the very latest *chic* and sizes and shapes will be found to suit all tastes.



A CHIC TURBAN COMPOSED OF OYSTER-GREY SATIN AND HANDSOME OXYDISED EMBROIDERY.

garment costs but 29s. 6d., and will be sent on approval. Another distinctive blouse here, excellent for wear with a coat and skirt, is in two colours in Georgette or crêpe-de-Chine, the front and back flat panels in a light tone, and the sleeves and fitted under-arm pieces in a darker harmony of shade; an excellent combination is champagne and violet; and another is flesh-pink and jade-green. Those easy and useful indoor frocks that may be donned for tea, and yet are smart and elegant enough for a simple dinner—"Tea Frocks," so-called—are a great speciality

at Messrs. Debenham and Freebody's, and their offering of choice is large. Equally reasonable and excellent are the coat-frocks, so fashionable just now; and then there are

the serge and cloth coats and skirts; and materials, too, are in plentiful choice. A catalogue will be sent free by post.

Messrs. Marshall and Snelgrove's premises in Oxford Street, opposite Bond Street, are one of the oldest and best known of London businesses, where all the goods can be relied upon for freshness, good style, good wear, and reasonable price. Utilitarian dress articles are as abundantly provided as decorative ones; for instance, there is just now an exceptional stock of good-wearing spliced hosiery, and the trimming department here has always been a favourite one of mine, yielding generally just what I wanted. The blouses at Marshall and Snelgrove's are in large and excellent variety. The popular "jumper" slipping on over the head, is seen in various attractive guises, one of the best being in Georgette or crêpe-de-Chine, decorated by rows of stitches in contrasting shades and touches of hand embroidery, very smart and useful, and but 29s. 6d. in price. Even less, only 25s. 9d., is a capital blouse to finish a coat in a very dressy fashion; it has a deep square sailor-collar at the back, and in front long loose ends to the waist, all falling out over the coat when desired, and all this comes in a lovely range of colours, or in white. There are many useful and yet smart designs in "Tea Frocks," and the pretty fashion of the folded fichu on the corsage is exploited in some of the designs to great advantage. Dresses, tailor-made and otherwise, and every accessory, are also in excellent variety.



A BECOMING SHAPE OF BLACK SATIN, WITH A PRETTY GREY WING AT THE SIDE.

Messrs. Robinson and Cleaver have made their name a household word for the perfection of their linen manufacture. Their palatial premises in Regent Street, indeed, are well named "Linen Hall," but the stock comprises a great variety of dress articles (including a very popular outfitting department for men), in addition to the household linens that are so renowned. A useful material for summer dresses is the real Irish dress linen manufactured specially for the purpose by Messrs. Robinson and Cleaver. There is nothing more serviceable for real wear, as it keeps clean a long time, in consequence of its smooth, clear surface, and then cleans admirably; add to this the fact that it is produced in the most refined and fashionable colourings. This firm also are catering for the present-day woman's conscientious purchasing, and are offering their customers ready-to-wear summer frocks and coats and skirts and frock-coats in good style at wonderfully low prices. A new department has just been added for this express purpose; it is facing the main entrance of the new building in Regent Street, on the ground floor, and excellent value will be found there by visitors. Then there is the capital lingerie department, with embroideries by the clever fingers of the Irish peasant women. FILOMENA.

DAINTY AFTERNOON OR DINNER FROCKS.

SPECIALLY designed to meet the present demand for dainty and practical gowns at really reasonable prices. These garments are made in our own workrooms and adapted from exclusive Paris models, and are made in rich quality materials.

DAINTY FROCK, in rich quality soft-finished satin, cut on full, simple lines with apron bodice of rich tinsel brocade, becomingly finished with sash ends. In a number of attractive colours.

Price 7½ Gns.

These garments cannot be sent on approval.

GLOVES FOR HARD WEAR.

Doeskin Gauntlet Gloves, centre gussets, and strap at wrist, in black, tan, slate, and beaver.

Special price 4/11 per pair.

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WASHING LINEN JUMPER

Made by our own workers, in good quality pure White Linen, trimmed round the bottom with new striped linen in various colours, and finished with collar and belt to match.

PRICE
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Famous for over a Century
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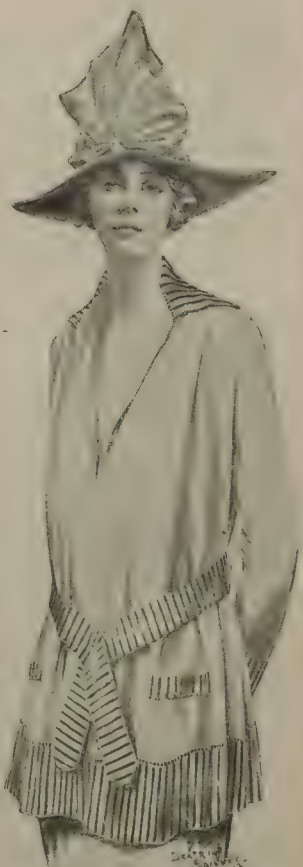




Photo.

Swaine.

A Gallant Soldier's Testimony

LIEUT.-GENERAL SIR FRANCIS LLOYD,

General Officer Commanding the London District, recently said:

"My experience of the Salvation Army is this, that whenever I want anything, if I ask them to do it, it is done!"

"And the Salvation Army have been among the pioneers of good in London. There is a home in Lambeth which was started in the very early days to help the Soldiers—a Home unostentatious, but which has been wholly for good.

"There is another Home close to Liverpool Street, whither men are often sent to sleep, and which is as good (I have often been there very late at night) as any place of the sort in London. This is a great work, for the men coming from the Front are prone to fall into dangers and difficulties; therefore, it is our bounden duty to make things as safe and as certain for them as we possibly can.

"I say advisedly that I know of no organisation in the whole world that has been more unselfish than the Salvation Army."

AT THE REQUEST OF THE MILITARY AUTHORITIES

the Salvation Army has already opened a large number of Hostels in London and the Provinces for Service Men home on leave, but the maintenance of these and its other war operations, such as Ambulance work on the fields of battle, the visiting of sick and wounded in the Military Hospitals, its Huts at work in the different camps (of which we have over 100 in this country), etc., is a great financial strain.

Cheques should be made payable to GENERAL BOOTH, crossed "Bank of England Law Courts Branch, War Fund a/c." and sent to him at QUEEN VICTORIA STREET, LONDON, E.C. 4.



On Monday, May 7, we are opening a new department for ready-to-wear coats and skirts and Summer frocks. It is situated in the Central Hall on the ground floor facing the main entrance to the "Linen Hall."

One of our Ready-to-wear Frocks

The "Bude" Dress in small check voile, white collar inlet imitation filet lace. Pleated skirt, tucked black belt, 13 to 15. 28/9 In a variety of colours.

Write for our Spring Catalogue sent post free on application.

Robinson & Cleaver

The Linen Hall, Regent Street, London, W. 1

For Enlargements and Drawings from any photograph.



Send for Illustrated Price List.

55, Baker Street, London, W.



ANY of the more elaborate designs in summer shoes will disappear by popular consent for the present. For the opening of the season, at all events, there will be a nice display of useful and artistic shoes at MANFIELD'S—shoes many of which cannot be manufactured under existing conditions, nor sold at anything like the price if they could be made. Manfield & Sons would like to advise their customers not to delay too long the making of a summer selection of necessary footwear.

West End Branches:
125 NEW BOND ST., W.
238 & 239 PICCADILLY, W.
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City Branches:
55 & 60 ST. PAUL'S CHURCHYARD
(New Depot for Ladies only.)
67 & 69 CHANCERY, E.C.
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And throughout London and United Kingdom

Manfield's BOOTS



After washing the hands

care should be taken to dry them thoroughly, as neglect of this simple precaution is the most common cause of "Chapping."

A little BEETHAM'S

La-rola

gently massaged into the Hands and Arms will keep the Skin Soft and White, and free from all Roughness and Redness. Cultivate the La-rola habit and you'll never need to worry over the appearance of your Hands.

La-rola, the natural skin emollient, is sold in bottles at 2/6 by all High-class Chemists and Stores.

PALE COMPLEXIONS

may be greatly improved by just a touch of "La-rola Rose Bloom," which gives a perfect natural tint to the cheeks. No one can tell it is artificial. It gives the BEAUTY SPOT! Boxes 1/6.

M. BEETHAM & SON, CHELTENHAM, ENGLAND



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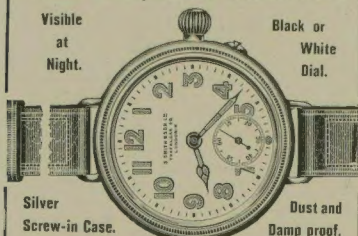
Highest prices now given for old Gold and Jewellery of any sort.

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Holders of 5 Royal Warrants.

Est. 1851.

Watch & Chronometer Makers to the Admiralty.

Luminous 'Allies' Watch Unbreakable FrontNo more Broken Watch Glasses! WHY???
Because it is impossible to break the Front!Visible
at
Night.Black or
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Screw-in Case.Dust and
Damp proof.**£330** Guaranteed Good Timekeeper
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Price Complete
20/-
Inland Postage,
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Or including one
extra bulb in
lid, 21/-.
Extra batteries
1/6 each.
Hermetically
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1/- each.
Further par-
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Size of Lamp, 5 1/4 x 3 1/4 x 1 1/4 inches.

Fine Diamond Brooch, **£5 15 0**Fine Sapphire and
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Diamond Ring,
£10 10 0**Grand Hotel Bldgs., Trafalgar Sq., W.C.**

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Please write for Special Lists of Accessories for the Front.

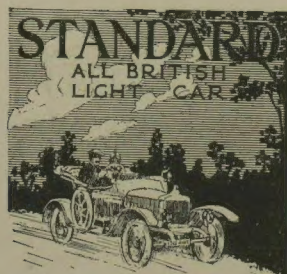
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Petrol Economy with the
**CLAUDEL
HOBSON**
CARBURETTER
PROVED!

Read this extract from the "Commercial
Motor," 8th March:

"Very many American convoys were
consuming an average of 52 litres per
100 kilom., while the French lorries
averaged from 30 to 32 litres. It
was therefore decided to scrap the
American carburetter in favour of
one of French make. AFTER
A PUBLIC COMPETITION,
CLAUDEL-HOBSON SECURED
THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE.

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THE STANDARD MOTOR CO. L7 COVENTRY

NAPIER

THE PROVED BEST.

MOTOR CARRIAGES.**RELIABILITY MEANS MILEAGE.**We have received the following from the First Southern
General Hospital, Birmingham:

"Further to letter with reference to Mr. Palethorp's 6-cylinder
Napier, it may be of interest to you to know that I have just had
the chassis of this car stripped and overhauled at this Hospital,
after two years' work as an Ambulance. Never once during the
whole two years has the car had to be taken off the road for any
mechanical fault, and it has done some thirty thousand miles on
this duty. I understand that the car has done over two hundred
thousand miles for Mr. Palethorp, and the condition of the
chassis is splendid. There is not a scratch on any of the gears."

WAIT

FOR A BRITISH SIX-CYLINDER NAPIER.

D. NAPIER & SON, Ltd.WORKS:
ACTON, LONDON, W.**MOTORS**14, New Burlington St.,
LONDON, W.

**Carter's Little Liver Pills keep
your Liver busy and active**



For Constipation
Biliousness
Sick Headache
Torpid Liver
Indigestion
Dizziness
Nervousness
Loss of Appetite
Sallow Skin

If the liver is right you will always be
cheery and well. The first thing a
doctor always asks about is the bowels.
Carter's keep the bowels in good order.

Don't wait to be bilious. Keep **Carter's
Little Liver Pills** handy and stop
the first symptoms of bile. Good for
Children.

But be sure they are Carter's.

GENUINE must bear signature

Brent Good

Small Pill, Small Dose, Small Price.

BEWARE OF
Umbrellas made
on Foreign FramesTHE VITAL POINT
in an UMBRELLA is
THE FRAMEWORK
INSIST ON HAVING**FOX'S
FRAMES**for
UMBRELLAS & SUNSHADES
ENTIRELY BRITISH MADE.
LOOK FOR THESE MARKS**S. FOX & CO. LIMITED**

PARAGON

ON THE FRAME.

Purchase
BRITISH
Goods
and
Refuse
all Sub-
stitutes

THE CHRONICLE OF THE CAR.

The Duration of the Petrol License. In consequence of the latest announcement by the Petrol Control Committee, and the various explanatory statements that have been made regarding it, a good deal of misunderstanding seems to have arisen as to the position of the motorist who is in possession of what may be termed an unexpired license. There must be many car-owners

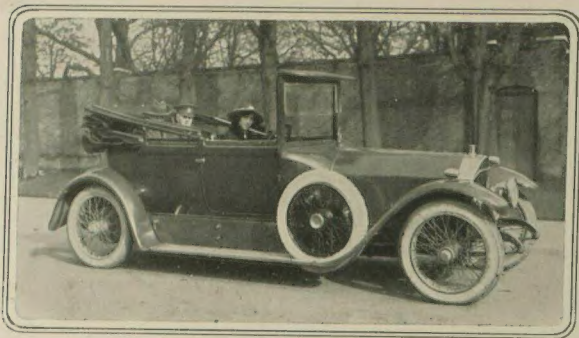
the "private" owner. As we have seen the supplies of the public service vehicle companies cut down recently by something like 20 per cent., with a corresponding reduction in the passenger facilities of the great towns, it does not seem probable that there will be much left over for purely private purposes. Moreover, unless the submarine menace can be got more in hand, as no doubt it will be ere long, it is pretty safe to predict that the shortage, bad enough now, will be considerably accentuated before long.

The Tractor for the Farm.

The other day I went down into the country to see a demonstration of a new American farm tractor, which is, I am told, to be imported in considerable numbers into this country. Everybody is thinking and talking of motor-farm tractors nowadays, and the number of vehicles being introduced to the notice of the farmer is legion. Some of them are doubtless good. Others are only too likely, for one reason or another, to be productive of very little but disappointment to their owners. This tractor of which I am now speaking is called the Bullock, and I must say that—though I know nothing about farming—its performance impressed me very favourably. I should say that it is not at all a bad performance for a tractor, drawing a three-furrow plough, to plough two acres of average heavy land in an hour,

with which car engines decline to start on cold mornings, and relates that he has found in many cases that the difficulty has been caused by beads of water having condensed between the points of the sparking-plugs. As this does not occur in all engines, the writer in question suggests the rather interesting theory that the cause is the "sweating" of water through the cylinder-head or walls, and, further, suggests that possibly some founders use a more porous iron than others. I have myself encountered the same trouble, but had never laid it to the account of the cause now theorised upon. As a matter of fact, I had dismissed it as being due to some one of those obscure causes with which our motoring experience has familiarised us. There certainly seems to be something in the idea, and I think the writer lays us under an obligation for having troubled to go into the question. Very many otherwise quite well-behaved cars have a nasty habit of jibbing on cold mornings, and nine times out of ten we put it down to poor vaporisation of the petrol, and go on violently swinging the engine until at last a start is achieved. Often the real cause may be water on the electrodes, and the engine will not start until it has been blown away by the passage of gas across the points. The moral is that when the engine is hard to start and everything else is known to be in order, one should look at the plugs.

W. W.



WOMAN AT THE WHEEL: MISS DORIS VANE, IN A 30-35-H.P. NAPIER.

Miss Vane is the daughter of the Managing-Director of the well-known firm of D. Napier and Son, Ltd., 14, New Burlington Street, W. Miss Vane is a very competent driver, although she only left school last year. The six-cylinder Napier is a great favourite with ladies, for its simplicity of control, silence, and reliability. [Photograph by Campbell Gray.]

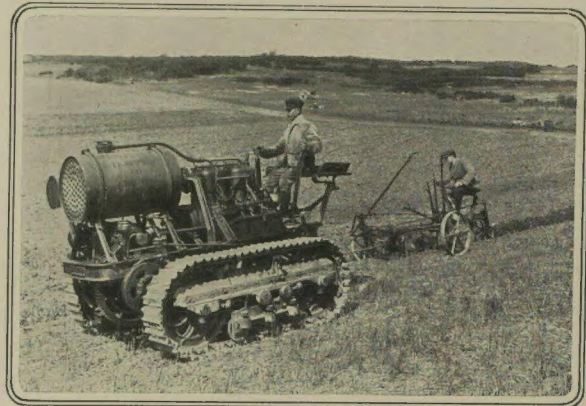
who have not purchased the full amount of petrol specified by the Committee's license, and the point which appears to be at issue is: Will such license-holders be able to purchase up to the amount allowed, or will the supply cease altogether as from April 30? The answer is quite clear and simple. So long as petrol is available at all, the amount for which the license was issued may be bought and used, but when that has been exhausted, no further license will be granted unless the car to which it applies is to be used in some shape or form in work directly connected with the war. As to what constitutes "war work," the Petrol Control Committee will, it is understood, adjudicate upon each case according to its merits.

There is one point that must be borne in mind, and that is that the issue of a license by the Committee must not be taken in any way as a guarantee that the amount of petrol named in it will be actually obtainable. Naturally, the requirements of the Services will come first. After they have been met, the quantities allotted to the owners of commercial vehicles will have to be provided for, and then last of all, any supplies left over will be allocated to

on a fuel expenditure of two gallons of paraffin, which is what this machine is capable of doing. The tractor is of the "creeping grip" type—in the ordinary way one would call it a "caterpillar"—were it not for the fact that the latter definition of the drive is claimed as a proprietary title—which, for heavy land in particular, has manifest advantages over the wheeled tractor. Over rough, heavy country it is the "tank" against the traction-engine type of vehicle; and when that has been said, the respective merits of the types have been sufficiently indicated. I understand that the "Bullock" is to be handled here by the American Trading Company, of 90, Fenchurch Street, E.C.

A Curious Starting Difficulty.

A curious experience is related by a writer in the Autocar. He remarks upon the frequency



AN AGRICULTURAL "TANK": TO HELP SOLVE THE FOOD PROBLEM.

The "Bullock" farm-tractor, seen in our photograph, is an American invention which is to be used here in large numbers. It is of the "creeping grip" type, similar to the "Tanks," and ploughs two acres of land in an hour on a fuel consumption of two gallons of paraffin.

Photograph by Campbell Gray.

SOOTHING AS AN OLD TIME MELODY

Spinet

THE SUPER CIGARETTE

Fine Old Virginia,
Cork-Tipped, Ovals.

1/- for 20
2/6 for 50

DUCCO

GAITERS

For Lubricating and Protecting Motor-Car Springs.

The bad state of the roads will not interfere with your comfort if the springs are encased in a set of Ducco Gaiters. They allow the springs to function properly and supply them with a perfectly efficient lubricating system, making the car delightfully comfortable. Ducco Gaiters are not mere bandages, but flexible, grease-retaining sheaths which are a neat fit on the springs and improve the appearance of the car.



Prices from
106 each.

Descriptive Pamphlet and Measurement Form sent on request.

BROWN BROTHERS, Ltd., Great Eastern Street, London, E.C.
267-273, Deansgate, Manchester Showrooms - 15, Newman Street, W.

This remedy, which positively prevents and cures SEA SICKNESS and TRAIN SICKNESS, has been tested on the English Channel, Irish and Baltic Seas by the leading London newspapers, who endorse its unflinching power to prevent mal-de-mer.



Used by Steamship Companies, on Atlantic Liners, Yachts, Motor Boats, Polytechnic Tours, &c., and has received testimonials from Royalty, the Nobility, Doctors, Chemists, Army and Naval Officers. Absolutely harmless and produces no bad after-effects.

MOTHERSILL REMEDY CO., LTD., 19, St. Bride St., London, E.C.
GUARANTEED TO CURE OR MONEY RETURNED.



Masterpieces of the World

No. 5 RHEIMS CATHEDRAL

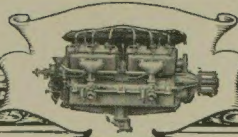
FOUNDED in 1211, Rheims Cathedral is perhaps the most beautiful structure produced in the Middle Ages. It is "the glory of the West," and nothing can exceed the majesty of its deeply recessed portals, containing some 150 statues, and the magnificent rose window. During the war it has been savagely bombarded, and parts are damaged beyond all hope of restoration.

RHEIMS will ever remain witness to the enemy's Kultur, but motorists can extirpate the remnants of Teutonic trade in their particular sphere. The efforts of the Daimler Company, both now and after the war, will result in the production of cars of surpassing excellence, fitted with the most perfect and efficient power unit—the Daimler Silent Sleeve-Valve Engine.

The Daimler Company, Ltd., Coventry



Motor Ambulances for Hire Telephone: Museum 4160
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The best salesman SUNBEAM ever had

was this gigantic war. It has proved to be a war of inventions and machinery, in which the internal combustion engine has established, absolutely, the scientific soundness of its principle, and the wonderful efficiency and adaptability of its use. It has also proved the marked supremacy of Sunbeam motor-cars as well as

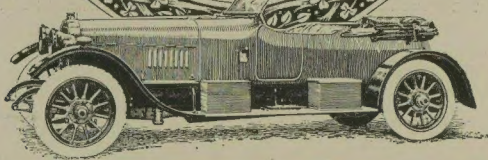
SUNBEAM - COATALEN AIRCRAFT ENGINES

The yeoman service which they have rendered, and are rendering still on all fronts, will prove to be the greatest salesman Sunbeam ever had.

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Buick
VALVE-
IN-HEAD
MOTOR
CARS

Vacuum Petrol Feed

THIS system is installed as part of the standard equipment of all Buick Cars. It is simple in construction, and there is absolutely nothing that requires attention. This system effects a saving of from 10% to 20% in petrol consumption and ensures an equal supply of petrol to the carburettor. It eliminates pressure pumps and air-tight filler caps, saves sediment in petrol passing into carburettor and does away with petrol tank in cowl, where such have been found to be noisy, to give off annoying odours, to be troublesome to fill, dangerous in collision and hazardous from possible explosions through leakage of petrol to ignition wires.

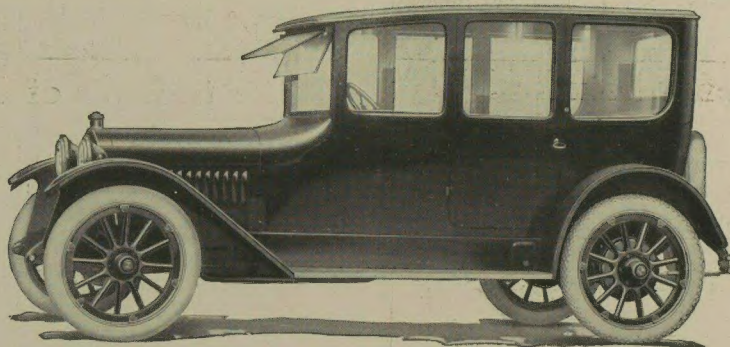
The Vacuum Petrol Feed is only *one* of the many features which contribute in making the Buick a Car of unrivalled value and excellence. 1917 Buicks consist of 4- and 6-Cylinder Models.

Buicks cannot now be supplied, but let your "After-the-War" Car be a Buick.

General Motors (Europe), Ltd., 136 Long Acre, London, W.C.2



The mark of superior
motor-car service



The mark of superior
motor-car service

50.8% Will Have No Other Car

THE experience of the great body of Hupmobile owners backs up the widespread idea that motor-car economy and the Hupmobile go hand-in-hand.

Real economy is not merely low operating cost, but low maintenance costs—and there the Hupmobile leads. It keeps out of the repair shop. It stays in commission, with the fewest delays and lay-ups. And that means quality in the car.

So Hupmobile owners are satisfied. They expected economy when they bought. They get what they expected.

And satisfied owners are conceded to be a pretty valuable asset for any motor-car manufacturer.

Our records prove that more than fifty per cent. of our yearly output is sold to former Hupmobile owners who find our car best for the cost.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater, sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke. (3 $\frac{3}{4}$ " x 5 $\frac{1}{2}$ "). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear Axle floating type, spiral bevel gear. Cam-shaft and crank-shaft bearings, bronze shell, babbitt lined. Long wheel base (119" on 2 and 5 seater, 134" on 7-seater.) Tyres 875 x 105 m/m or 34" x 4" on 2 and 5 seater, 920 x 120 m/m or 35" x 4 $\frac{1}{2}$ " on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre-carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

HUPP MOTOR-CAR CORPORATION, Detroit, Michigan, U.S.A.

Sole Concessionaires British Isles—WHITING, LTD., 334-340, Euston Road, London.

THE PLAYHOUSES.

MR. H. B. IRVING'S HAMLET AT THE SAVOY.

THOUGHT and time have brought method into Mr. H. B. Irving's reading of Hamlet as into his presentation of the play. In both cases now he knows what he wants to do, and does it with results all to the



ON THE WESTERN FRONT: BOILING "COOKERS" OF TEA FOR OUR WOUNDED, JUST BEHIND THE LINES.—[Official Photograph.]

good in the matter of coherence. So far as the piece is concerned, he has concentrated on making it tell a story, arranging the play scene in a gallery, restoring the Prince's address to Fortinbras, and generally trying for movement and pace; and few are likely to quarrel with his excisions or variations of "business." As for his own performance, the years have brought him greater control of his resources, and a greater sense of proportion. In the old days feeling was apt to run away with this Hamlet. There was high intelligence in the man, tragic foreboding, irony, gravity; but he was hyper-sensitive, and at times hysterical. Balance was somewhat lacking in his treatment of the spectres; he surrendered himself too soon to emotion, forgot climax for the sake of momentary effect, over-emphasised each part to the detriment of the whole, so that at last we got the impression of over-strain, of exhaustion just when his powers should have been at their height. He has changed all that. Thoughtful and doom-ridden as ever, sardonic, explosive, and still perhaps a trifle theatrical, the newer Hamlet keeps himself better

in hand, and reserves his efforts—splendid efforts—for the closing scenes. The sunnier, friendlier, more debonnaire side we still miss in Mr. Irving's rendering; but vitality, intellect, passion are there, pleasingly harmonised. No Ophelia can help seeming somewhat anemic; Miss Gertrude Elliott's is as little so, and as winsome as the helplessness of the character permits. Mr. Holman Clark's amiably sententious Polonius and Mr. Otho Stuart's manly Horatio are both good, and both fit into the picture.

"GHOSTS" AT THE KINGSWAY.

At last the ban has been lifted from "Ghosts," and here, as abroad, it can be treated for what it is, a modern classic, one of the grimmest and most impressive of tragedies. And that can be said and admitted even by those who do not look upon Ibsen's version of the doctrine of heredity as impeccable. Great tragedy needs great acting. If we hardly get that at the Kingsway.

We obtain very earnest and sincere work from the principals engaged. The pathos of Miss Darriagh's Mrs. Alving grows more and more intense as the play proceeds; Mr. Basil Sydney, again, if he does not exhaust the tragic aspect of Oswald's nature, if he does not intimate all the boy's feverish hunger for pleasure

in the presence of doom, makes him very natural and appealing; while Mr. Berte Thomas's Pastor Manders, if a little too pragmatic, has the right sort of complacency; and Mr. Charles Groves's Engstrand is a really strong piece of humorous characterisation. As a whole the present rendering compares quite favourably with that of 1914.

"CHEEP" AT THE VAUDEVILLE.

The new revue at the Vaudeville conveys the delightful idea that its clever company of players are trying with much spontaneity and humour to hammer out something fresh in this now rather hackneyed style of entertainment; and, thanks to Mr. Harry Grattan's direction, are succeeding gloriously in their improvisations. Whether we see Miss Lee White

"In the Gloaming," poking fun at the new conditions on the land, and warbling the most plaintive of ditties, or Mr. H. J. S. Booth doing imitations with a stuffed parrot, or Miss Beatrice Lillie in the inevitable trench-scene, or Mr. Guy le Feuvre in his Japanese episode—in every instance absence of effort is combined with triumph of result; while the mock-solemn quartette can be pronounced the drollest thing of its kind in town.

Nothing is more characteristically British than the Royal Academy, and nothing will bring the thought of home and London more forcibly or agreeably to the front for our brave men in khaki than that admirably got-up book "The Royal Academy Illustrated." Not only is it a comprehensive collection of the art of the year at Burlington House, but it depicts so many home scenes and famous personalities that it makes a complete pictorial record of current art, and, to an appreciable extent, of current history. It costs only two shillings, and is quite one of the most artistic and effective links with home that could be sent to our men at



ON THE WESTERN FRONT: R.A.M.C. MEN PREPARING SANDWICHES FOR WOUNDED, JUST BEHIND THE LINES.—[Official Photograph.]

the front. Every one of its two hundred pages will bring memories of London in May. It is published by Walter Judd, Ltd., 97, Gresham Street, E.C., and is obtainable from all booksellers.

JUBOL

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